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Diagram of collision		<del>'i –</del>	П	H	П	Т		ТТ	П	П	i	Т	┰┧	<u></u>	П	ПТ	T	П	DRAW		W SHO		
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<ul> <li>ROADWAY &amp; ROADWAY</li> <li>FEATURES</li> </ul>	- _	$\perp \downarrow$	$\sqcup \bot$	$\sqcup$	$\sqcup$	$\perp$		44	$\perp \perp$	$\perp \downarrow$	44	$\perp$	$\perp$		Ш.	Щ	4	$\sqcup$	44		Ц	( )	
<ul> <li>VEHICLES</li> <li>PEDESTRIANS</li> <li>OBJECTS ON/OFF ROADWAY</li> </ul>	$\vdash$		<del>  </del>	<del>-</del>		-	H	$+\!\!+\!\!\!+$	+	++	+	+	+		-	$\vdash$	4	$\vdash$	++		$\vdash$	$\stackrel{\sim}{\leftarrow}$	
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POSITION BEFORE COLLISION VEM. HEADED	Km. DIR	ECTION	1 04	V STREE	T OR F	ROAD	NAMI					-		OF LANE	1		L	VEMIC EGAL	LY		WAS V	RKED,	
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VEH. MEADED  MO. N S E W  1	Along  Along  MALK 2  DRIVER N 01   0 02   0 03   0 04   0 05   0 05   0 06   0 07   0 07   0 08   0 09   0	Decreasion  WALKWA  O. (CHECK UNDER ALCOME ORUGE ORUGE EXCEED ASLE SA DID NOI TO VEHI CONTROL IO. (CHECK IO. (	CONECCTION TO THE CONECCTION OF THE CONEC	SHOULD REMORE OF SHOULD	DER  Crosside  C	RIVEF	RAFF	Highwa FIC LAN ICHECK IMPROP FOLLOW CLOSEL OVER C FAILING MPROP RATION INTERSI	E S CONTRI CONTRI CONF OR ER PASS WING TO Y ENTER I TO SIG ER TUR I ERSECT ECTION	BUTING MORE) ING O LINE INAL NING	11 12 13 14 15 VEH VEH 1 2	WER I	From LK 6 ANGES ANGLES OF THE PROPERTY OF THE	(N.E. C.I.  (N.E.	ME OR ARKED  ME OR ARKED  ME OR ARKED  MAL  N ROAD  ROED STANAL  TLY ASL  VE REAF	MPH MPH RE. CC CROSS FOR C	1   1   1   1   1   1   1   1   1   1	EGAL PARK  Yes  Yes  (E. to 1  (C. To 1)	LY 2 Ne 2 Ne No.	ECK O/O  ROPER ATION ROPER ATION ROPER ROPER ATION ROPER BLLI ARED BORN NOT I	WAS VOCCI	EHICLE JPHED?  2 No 2 No MORE! ING PMENT RSE	
VEH. MEADED  MO. N S E W  1	Along  Along  MALK 2  DRIVER N 01   0 02   0 03   0 04   0 05   0 05   0 06   0 07   0 07   0 08   0 09   0	Decreasion  WALKWA  O. ICHECK JUNDER ALCONG UNDER ALCONG ONUS EXCEED EXCEED ASLE SA DID NOT TO VEHI ONUTROL OO. ICHECK STOP SIGNALS TOP SIGNALS VIELD SI	AY 3 TO THE LUIS OF THE LUIS O	SHOULD OF MORE	DER  Crosside  C	ng (Striver	RAFF	Mighwa  Mighwa  Mighea	E S CONTRI CONTR	BUTING MORE) SING O LINE SINAL NING TON	11 12 13 14 15 VEH 1 2 3	WER I	From LK 6 ANCES NO. (C. 2 On	(N.E. C.  (N.E.	NE OR A ROED STATE OF THE ROED	MPH MPH MPH S.E. CCOSS  FORE  FORE  MORE  MORE  MORE  MORE	1   1   1   1   1   1   1   1   1   1	EGAL PARK  Yes  Yes  (E. to 1  (IVER 1)	LY 2 Ne 2 Ne No.	ECK OF ROPER ATION ROPER ATION ROPER ATION ROPER ATION ROPER ABILL ABILL ARBILL ROWN NOT I	Yes  Yes  NE OR  REVE  TY IMI  TY NO  IETY  BEEN	EHICLE JPHED?  2 No 2 No MORE! ING PMENT RSE	
VEH. MEADED  MO. N S E W  1	Increasing Along Along WALK 2  DRIVER N 01	WALKWA  O. ICHECK JUNDER ALCONG JUNDER ALCONG JUNDER DRUGS SPEED L SEXCEED SPE	XY 3 TO THE TO T	OF MORE OF STREET OF THE STREE	DER  Crosside  C	RIVEF	C OPE	Mighwa FIG LAN ICHECK IMPROPP FOLOSEL OVER C OVER C	E S CONTRI CONTRI CONF OR ER PASS WING TO Y ENTER ENTER IS ERSECT ECTION E ENTRA Y ROAD	BUTING MORE) SING SO LINE SINAL NING TON ANCE WAY	11 12 13 14 15 VEH VEH 1 2 3 3 4	WER I	From LK 6 NO. (C. 2 On St. 2 On District Conditions of the Conditi	(N.E. CO  (N.E.	NE OR A ROED STATE OF THE ROED	MPH MPH E.E. C. CROSSI HORE) ARN-EEP	1   1   1   1   1   1   1   1   1   1	EGAL PARK  Yes  Yes  (E. to 1  (IVER 1)	LY 2  Ne 2  Ne 2  Ne 3  Ne 4  Ne 4  Ne 4  Ne 5	RECK OF ROPER ATION RATION RATION RATION RATION RATION RATION RECTIVE RECK OF	WAS VOCCION OCCION OCCIONI OCCION OCCION OCCION OCCION OCCION OCCION OCCION OCCION OCCIONI OCCIO	MORE ING  PAIRED T VEN	
VEH. MEADED  NO. N S E W  1	Increasing  Ahoris  MALK 2  DRIVER N  01	Decreasion  WALKWA  O. ICHECK JUNDER ALCONG JUNDER ALCONG JUNDER DRUGS SPEED L EXCESS SEACH OID NOT TO VEH ONTROL OI ICHECK STOP SHO VIELD SI VIELD SI FLASHIN FLASHIN FLASHIN SEACON	AY 3 CONE CONE CONE CONE CONE CONE CONE CONE	OF MORE OF STREET OF THE STREE	DER  Crosside  C	RIVEF	R NO. 1	Highwa HIGHECK MPROP FOLLOVER C LOSEL MPROP FOLLOVER C HIGHER FAILING MPROP RATION NONINT NTERSI PRIVATI ONE-WA TWO-WA DIVIDEE	E S CONTRIL CONTRIL CONTRIL CONFORMATION Y ENTER TURING TO SIGN ER TURING ER	BUTING MORE! SING O LINE INAL NING ANCE WAY	11 12 13 14 15 VEF VEF 1 2 3 4 5 5 6	UMST/VER!	From  LK 6 ANCES  NO. (CC  DI  IN  AP  CCONDD  DI  IN  THE  SSS  DE  DE  DE  DE  DE  DE  DE  DE	(N.E. CO  (N.E.	NOTION TO TO THE T	MPH MPH E.E. C. CROSSI HORE) ARN-EEP	1   1   1   1   1   1   1   1   1   1	EGAL PARKING TO THE P	LY 2 No. 2 No. 1 No. 2 No. 1 No. 2 No. 1 No. 1 No. 2 No. 2 No. 1 No. 2 No. 2 No. 1 No. 2 N	ROPER ATION RATION RATI	WWAS V OCCU  Yes  Yes  NE OR PARK  OG E EQU  TY IMI  TY IMI  TY NO  CHEI  CHEI	## PAIRED T  A TEST  VEN  ### EPAIRED  ### E	
VEH. MEADED  NO. N S E W  1	Increasing  Ahons  PRIVER N  OTHER N  O	Decreasion  WALKWAM  O. (CHECK UNDER ALCONIC ONDER ONUES EXCEED EXCEED EXCEED TO VEHIC ONTROL O. (CHECK SIGNALS STOP SEC YIELD SI FLASHINI	CONE OF THE CONE O	OF MORE OF STREET OF THE STREE	Crossing Control of Co	RIVEF 3	I RAFF	Highwa HIGHECK MPROP FOLLOVER C LOSEL MPROP FOLLOVER C HIGHER FAILING MPROP RATION NONINT NTERSI PRIVATI ONE-WA TWO-WA DIVIDEE	E S CONTRI CONTR	BUTING MORE! SING O LINE INAL NING ANCE WAY	11 12 13 14 15 VEH VEH 1 2 2 3 4 5 6 7 7	UMST/ Ver!	From  LK 6  ANCES  SNO. (C.  SNO. (C.  DNO. (C	N ONE INCLESTION  (N.E. C.  (N.E. C.	NE OR ARKED  NO OR OR ARKED  NO OR OR ARKED  NO OR OR ARKED  NO OR OR OR ARKED  NO OR	MPH MPH E.E. C. CROSSI HORE) ARN-EEP	1   DRI   16   17   18   19   20   SOE DRI   1   2   3   4   DRI   1   2   2   3   3   4   DRI   1   3   3   4   DRI   1   3   3   3   4   DRI   1   3   3   3   3   3   3   3   3   3	EGAL PARK  Vec Ver  IVer IVer IVer IVer IVer IVer IVer	LY 2 No. 2 No. 1 No. 2 No. 1 No. 2 No. 1 No. 1 No. 2 No. 2 No. 1 No. 2 No. 2 No. 1 No. 2 N	ROPER ATION RATION RATI	WWAS V OCCU OCCU OCCU OCCU OCCU OCCU OCCU OCC	## PAIRED T  A TEST  VEN  ### EPAIRED  ### E	
WEAL MEADED  MO. N S E W  1	Increasing  Anons  MALK 2  DRIVER N  OF COMMAND  TRAFFIC	Decreasion  WALKWAM  O. ICHECK  O. ICHECK  O. ICHECK  O. ICHECK  ORDER  ALCONIC  ORDER  ORDER  SPEED L  SPEED L	CONE OF THE CONE O	SIGNAL	Crossing Control of Co	RIVEF 3	I RAFF	Highwa HIGHECK MPROP FOLLOVER C LOSEL MPROP FOLLOVER C HIGHER FAILING MPROP RATION NONINT NTERSI PRIVATI ONE-WA TWO-WA DIVIDEE	E S CONTRI CONTR	BUTING MORE! IING O LINE INAL INING ANCE MWAY NAY ADWAY	11 12 13 14 15 VEH VEH 1 2 2 3 4 5 6 7 7	UMST/ Ver!	From  LK 6  ANCES  SNO. (C.  SNO. (C.  DNO. (C	N ONE INC. C.  (N.E. C.  (	NE OR ARKED  NO OR OR ARKED  NO OR OR ARKED  NO OR OR ARKED  NO OR OR OR ARKED  NO OR	MPH MPH E.E. C. CROSSI HORE) ARN-EEP	1   DRI   16   17   18   19   20   SOE DRI   1   2   3   4   DRI   1   2   2   3   3   4   DRI   1   3   3   4   DRI   1   3   3   3   4   DRI   1   3   3   3   3   3   3   3   3   3	EGAL PARK  Vec Ver  IVer IVer IVer IVer IVer IVer IVer	LY ED  2 No. 2 No. 1  OTHE  WG. (CHINE)  OFE  LOG  OFE  NO. 1  OTHE  WG. (CHINE)  NO. 1  OTHE  NO. 1  NO. 2  OT Peddon NO.	ROPER ATION RATION RATI	WWAS V OCCU OCCU OCCU OCCU OCCU OCCU OCCU OCC	## TEST  VEN  FISSE  ## TEST  VEN  FISSE  ## TEST  VEN  FISSE  ## TEST  VEN  FISSE	